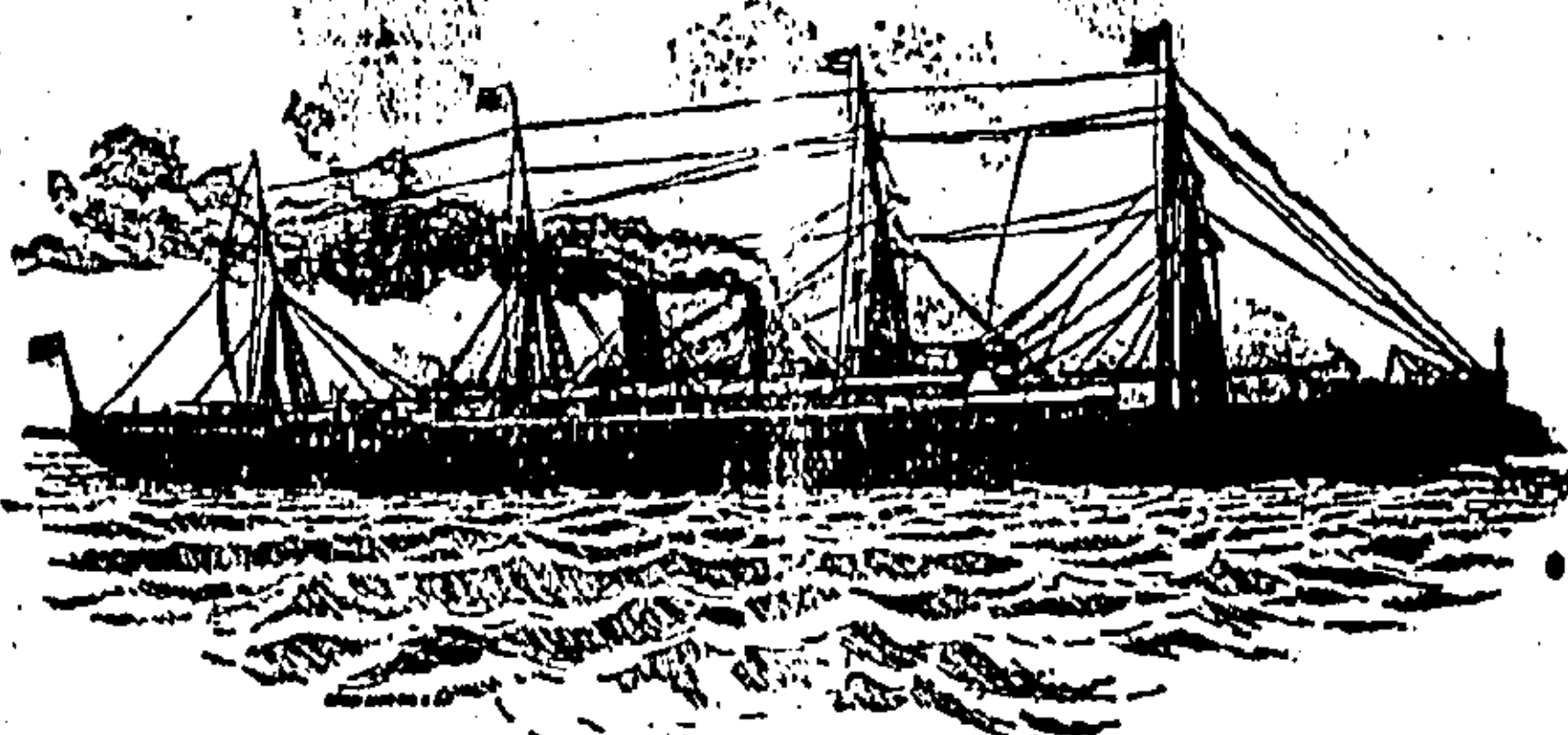


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons.	SATURDAY, 13th August, at Noon.
"GABRIO"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"OHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DORIO"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,254 "	SATURDAY, 8th October, at Noon.
"COPTIO"	4,352 "	
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th August, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point in route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

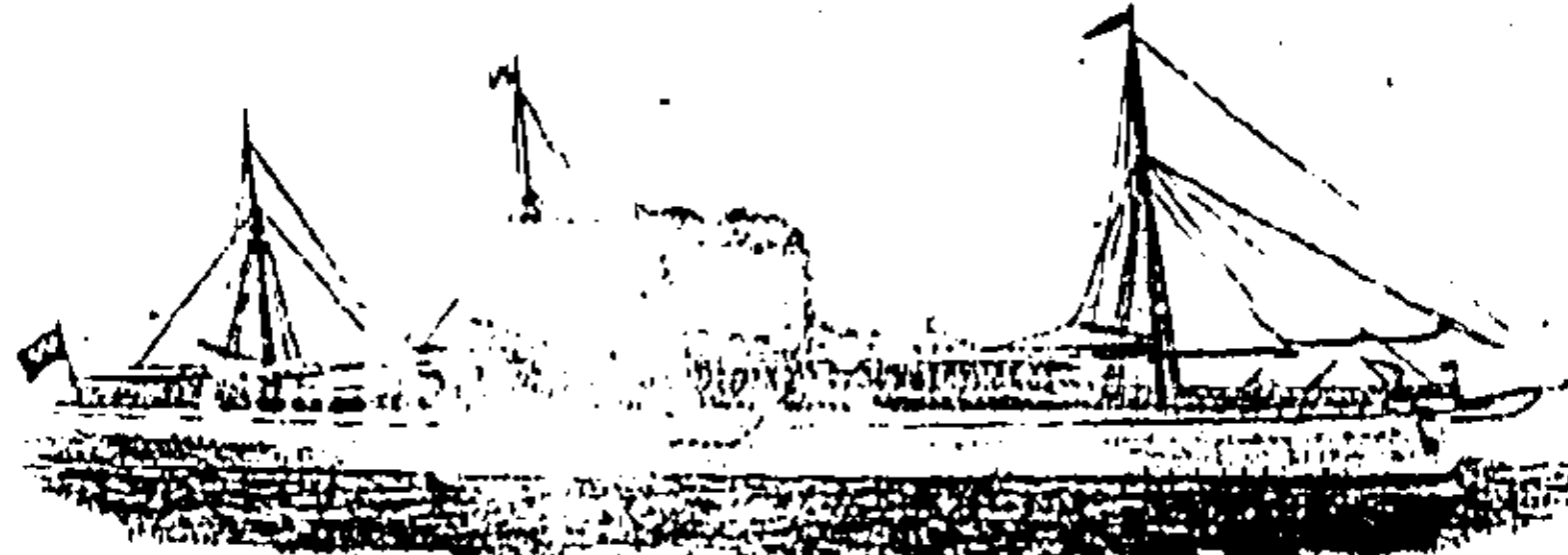
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 3rd August, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed to Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 5th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.
"TARTAR"	4,425 "	WEDNESDAY, 2nd November.

Hongkong to London, 1st Class, £40. 1st St. Lawrence £60. 1st New York £62.
Hongkong to London, Intermediate and
Steamers, and 1st Class Rail £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 3rd August, 1904.

W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
DEUTSCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August. Freight.
Roerden	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE and HAMBURG.	27th August. Freight.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
Miltiaff		
ANDALUSIA	HAVRE and HAMBURG.	6th Sept. Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	
SAMBIA	HAVRE and HAMBURG.	20th Sept. Freight.
Lüning	(Calling at S'PORE, PENANG & COLOMBO).	
SCANDIA	HAVRE and HAMBURG.	4th October. Freight and Passengers.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
Bahren		

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 3rd August, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons.	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	B. Branch.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.

During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.

Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	2,190 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons.	Captain J. Willox.
"NANNING,"	569 "	C. Dutchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LINE.
REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAH	JAVA PORTS	First half of August	JAPAN VIA SHANGHAI	First half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	Second half of August
TJIPANAS	JAVA PORTS	Second half of August	JAPAN VIA SHANGHAI	First half of September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

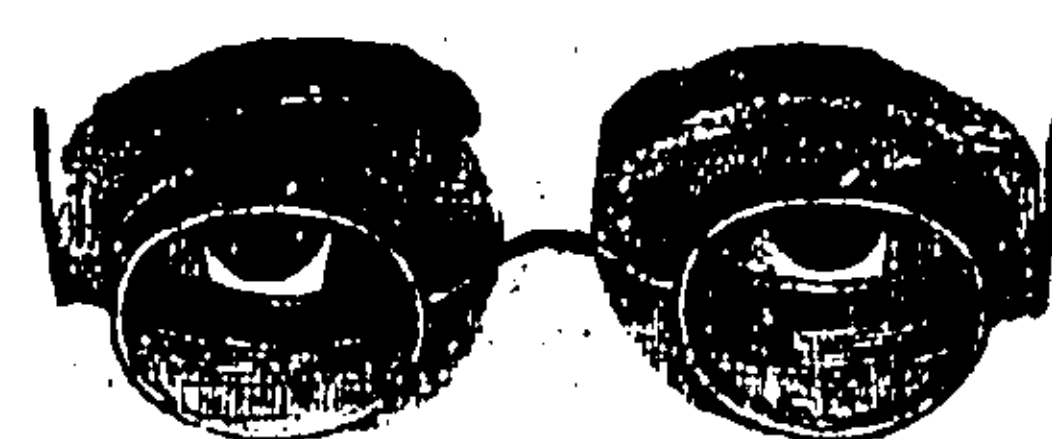
For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 2nd August, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1903

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guaranteed given to every purchaser.

40, QUEEN'S ROAD,

Watson's Building.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Ice-House Road,

Now in a position, in his New and Commodious Premises, to accept, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS and VIEWS a speciality.

Hongkong, 21st September, 1904.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length, inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the French Mail Steamer *Océanien*

THE FOLLOWING GOODS:—

FLAT CHEESES (quality *Crème à la Crème*)\$0.80 per lb.

EVENSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES " " " " 1.50

ASSORTED FRUIT " " " " 1.50

CHERRIES in BRANDY..... " " 1.75

APRICOTS " " " " 1.75

PLUMS " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

Hotels.

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road—half-an-hour by ricksha.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and commanding the most extensive view of the Harbour and Kowloon Peninsula.

Electric Tramways will soon run past the door.

There is also accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

Hongkong, 28th July, 1904.

[881]

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[121]

GO TO THE

KOWLOON HOTEL

KOWLOON. J. W. OSBORNE, Proprietor and Manager.

33] OCCIDENTAL HOTEL.

KING EDWARD HOTEL.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Receiver, to Sell by PUBLIC AUCTION, TO-MORROW, the 4th August, 1904, at 11.30 A.M., at No. 9, Pedder's Hill, SUNDRY HOUSEHOLD FURNITURE, Comprising:—
DOUBLE and SINGLE IRON BED-STEADS with WIRE and RATTAN MATTRESSES, TEAKWOOD OVERMANTEL with REVELLED GLASS, TEAKWOOD WARDROBES, MARBLE-TOP TABLES and WASHSTANDS, VIENNA CHAIRS, CARPETS and RUGS, COOKING STOVES and UTENSILS, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 3rd August, 1904. [884]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 8th day of August, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Ho Mun Tin, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
140	140	Near Kowloon Ferry, Ho Mun Tin.	140 ft. by 140 ft.	19,600	612	91,924

Hongkong, 30th July, 1904. [891]

Intimations.

IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM \$365 TO \$850.

NEW CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA"

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net \$5 per Cask ex Factory

In Bags of 250 lbs. net \$8 per Bag ex Factory

SHEWAN, TOMES & Co., General Managers.

Hongkong, 1st August, 1904. [783]

Intimations.

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the end to the 16th August, inclusive.

By Order of the Board of Directors,

T. ARNOLD, Secretary.

Hongkong, 26th July, 1904. [873]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 20th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1904.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1904. [889]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED on SATURDAY, the 6th, to the 20th day of August next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,

J. R. M. SMITH, Chief Manager.

Hongkong, 30th July, 1904. [890]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 22nd August, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd August, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE, Secretary.

Hongkong, 29th July, 1904. [885]

A. S. WATSON & CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will be placed for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 367. Depot, Ice House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG, General Managers.

Hongkong, 30th May, 1904. [677]

HONGKONG AND SHANGHAI BANKING CORPORATION.

The accounts for the past half-year are as follows:—

ABSTRACT OF ASSETS AND LIABILITIES.

30th June, 1904.

Liabilities.

Paid-up Capital, \$10,000,000.00

Sterling Reserve Fund, 10,000,000.00

Silver Reserve Fund, 6,500,000.00

Marine Insurance Account, 250,000.00

Notes in Circulation:—

Authorized issue against securities deposited with the Crown Agents for the Colonies, \$10,000,000.00

Additional issue authorised by Hongkong Ord. No. 19 of 1900, against Coin lodged with the Hongkong Government, 4,893,352.00

Current Accounts:—

Silver, \$76,204,028.31

Gold, \$1,939,613

8s. 5d. = 21,851,473.55

Fixed Deposits:—

Silver, \$46,382,951.01

Gold, \$4,898,546

11s. 9d. = 55,045,256.01

Bills Payable (including Drafts on London Bankers call loans and short sight drawings on London office against bills receivable and bullion shipments), 15,347,670.51

Profit and loss account, 3,520,374.81

Liability on Bills of Exchange rediscounted \$3,457,500 3s. 6d. of which \$1,097,710 0s. 0d. have since run off.

Assets.

Cash, \$42,338,044.69

Coin lodged with the Hongkong Government against note circulation in excess of \$10,000,000, 6,000,000.00

Bullion in hand and in transit, 4,507,709.07

Indian Government rupee paper, 2,038,928.38

Consols, colonial and other securities, 6,713,396.96

Sterling reserve fund investments, viz.:—

\$570,000 2s. per cent. Consols at 85, 4,844,500

(of which \$50,000 lodged with the Bank of England as a Special London Reserve.)

\$255,000 2s. per cent. National War Loan at 90, 229,500

\$325,000 other sterling securities written down to, 286,000

\$1,000,000 10,000,000.00

Bills discounted, loans and credits, 87,149,299.84

Bills receivable, 99,832,943.49

Bank Premises, 1,397,943.77

\$259,995,106.20

GENERAL PROFIT AND LOSS ACCOUNT.

30th June, 1904.

Dr.

To Amounts written off:—

Remuneration to Directors, \$15,000.00

Dividend Account:—

\$1.10 per share on 80,000 shares = \$120,000 @ 4/6, 533,333.33

Dividend adjustment a/c:—

Difference in exchange between 4/6, the rate at which the dividend is declared, and 1/2s 6d, the rate of the day, 779,487.17

Transfer to silver reserve fund, 500,000.00

Transfer to bank premises a/c, 200,000.00

Balance forward to next half-year, 1,492,554.31

\$3,520,374.81

Cr.

By Balance of undivided profits, 31st Dec. 1903, \$1,417,366.08

Amount of net profits for the six months ending 30th June, 1904, after making provision for bad and doubtful debts, deducting all expenses and interest paid and due, 2,103,008.73

\$3,520,374.81

\$3,520,374.81

STERLING RESERVE FUND.

To Balance 31st Dec. 1903, \$10,000,000.00

By Balance 31st Dec. 1903, \$10,000,000.00

(Invested in sterling securities)

SILVER RESERVE FUND.

To Balance 31st Dec. 1903, \$7,000,000.00

By Balance 31st Dec. 1903, \$6,500,000.00

Transfer from profit and loss account, 500,000.00

\$7,000,000.00

J. R. M. SMITH, Chief Manager.

C. W. MAY, Chief Accountant.

A. J. RAYMOND, H. E. TOMKINS, N. A. SIEBS, Directors.

We have compared the above statement with the books, vouchers and securities at the head office, and with the returns from the various branches and agencies, and have found the same to be correct.

W. HUTTON POTTS, Auditors.

A. G. WOOD, Auditors.

Hongkong, 2nd August, 1904.

FRUIT FAMINE IN ENGLAND.

Fruit-growers say that the heavy rains of January and February in England threaten the crop for summer. Better weather may save some of it, and we hope it will, for a poor fruit crop is a very serious thing for many people, especially in Kent and Norfolk. The picking of fruit gives employment to hundreds, and the wages of the brief season are the mainstay of many families. The work is very hard, and as Mrs. Elizabeth Kirby, Velverton, Norfolk, said to a representative of the *Norwich Mercury*, is not unattended with risks. As a result of a chill contracted while picking fruit, rheumatism attacked Mrs. Kirby, Dr. Williams' pink pills for pale people were, however, recommended to her and she soon became well again. The facts, given in Mrs. Kirby's own words, are as follows:—

"The rheumatism spread over my whole body. I was in dreadful pain. Two doctors attended me. For a year I lay helpless. My faith in physic was falling off, and I began to feel that I should never get well again. A neighbour, who had suffered from rheumatism, recommended me to try Dr. Williams' pink pills. After I had taken but a very few bottles I began to feel well, and able to do a little work in the house. I continued to take the pills, with the result that I now feel as well as a woman of my age—fifty-two—could expect to feel."

Mr. Fred Kirby, who lives with his mother, and is twenty-four years of age, has been even a greater sufferer. When a little boy he fell into the water. His companion fished him out, but as he was not a strong child the wetting brought on rheumatism, which he never got rid of until two years ago he had rheumatic fever, and it was then that he first took these pills, with the happiest results.

Every week new cures are reported in the newspapers from the use of Dr. Williams' pink pills for pale people, including innumerable cases of anaemia, general weakness, loss of appetite, palpitation, shortness of breath, hysteria, paralysis, locomotor ataxia, rheumatism, sciatica, scrofula, rickets, chronic erysipelas, consumption of the bowels and lungs. These pills are not a purgative, and contain nothing that could injure the most delicate. They are genuine only with full name, Dr. Williams' pink pills for pale people, and are sold by Dr. Williams' medicine company, Holborn-viaduct, London, E.C., at two shillings and ninepence a bottle, or six bottles for thirteen and nine, post free. They invigorate the system after overwork, worry, and indiscretions. [46]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 3/16

Do. demand 1/10 1/16

Do. 4 months' sight 1/10 7/16

France—Bank T.T. 2/33

America—Bank T.T. 45

Germany—Bank T.T. 1.89

India T.T. 138 1/2

Do. demand 138 1/2

Shanghai—Bank T.T. 7 1/4

Japan—Bank T.T. 90 1/2

Singapore—Bank T.T. Nominal

Java—Bank T.T. 11 1/2

Buying.

4 months' sight L/C. 1/10 9/16

6 months' sight L/C. 1/10 11/16

30 days' sight San Francisco & New York 4 1/2

4 months' sight do. 4 1/2

30 days' sight Sydney and Melbourne 1/10 13/16

4 months' sight France 2.37

6 months' sight do. 2.38 1/2

4 months' sight Germany 1.93 1/2

Bar Silver, 26 15 1/2

Bank of England rate 3 1/2

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—

Per chest

Malwa New 950/1,000

" Old 1,030/1,180

" Older 1,110/1,200

" Oldest 1,220/1,290

Patna New 1,180

Benares New 1,170

Persian "Paper" 850/880

Intimations.

SPOGES. SPONGES. SPONGES.

JUST UNPACKED A VARIED ASSORTMENT of TOILET and NURSERY SPONGES of Different Sizes and Prices.

Quality as regards Durability will speak for itself.

INSPECTION EARNESTLY SOLICITED.

H. RUTTONJEE, No. 5, D'Aguiar Street,

or 36 to 38, Elgin Road, Kowloon.

Hongkong, 30th July, 1904. [72]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM THE MUTUAL STORES.

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

Intimations.

THE HONGKONG GYMKHANA CLUB.

THE THIRD MEETING of the above Club will be held at the Happy Valley

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

CIGARS

LARGE STOCKS of the
BEST BRANDS in FINE
CONDITION.

CIGARETTES

A FINE SELECTION of
AMERICAN, ENGLISH
and EGYPTIAN.

TOBACCOS

IN GREAT VARIETY.

SMOKERS' REQUISITES.

ALEXANDRA

BUILDINGS.

THE HONGKONG DISPENSARY
1841 ESTABLISHED 1841

Hongkong, 30th July, 1904.

TELEPHONE NO. 210.
CABLE ADDRESS: "ACHEE," HONGKONG
A. H. C. COOK, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,

MARINE SURVEYORS,
CONSULTING ENGINEERS AND
NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.
Salvage Work undertaken.

Ship Designs and Specifications prepared.
Agents for the Construction and Sale of Steam
and Motor Launches.

Contract for New Tonnage on reasonable terms
with First-class Builders.

A large stock of Canadian Asbestos and
Asbestos goods kept.

Agents for Messrs. Allen & Sons Electrical
Plant and Centrifugal Pumps.

Telegram Address: "MARINEWORK." Telephone—No. 358.
Hongkong, 3rd May, 1904.

NOTICE

All communications intended for publication in
The "HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Joo Hoon Road, and
should be accompanied by the Writer's Name and
Address.
Only ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTH.

At "Grassbank" Oxley Road, Singapore, the
wife of A. M. SARKIES, of a daughter.

MARRIAGE.

McCALLUM-HUNTER.—On August 2nd, at
St. John's Cathedral, Hongkong, WALTER
RUSSELL McCALLUM, of the Hongkong and
Shanghai Banking Corporation, son of the late
Major H. A. McCallum, R.M.L.I., to MARY
FRANCES UNLITZ, daughter of the late John
Ranson Hunter, of Liverpool, and of Mrs.
Hunter, Grove Side, Teddington.

DEATH.

On the 7th July at Hamburg, F. W. GALLES,
formerly of Shanghai, aged 61 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 3, 1904.

LOCAL AND GENERAL.

A SINGLE plague case completes the usual daily
return.

It is understood that Lord Curzon will hold
office on his return to India up to the end of
March, 1910.

ENGLAND has won the Elcho Challenge
Shield at Bixley. New Zealand has won the
Kilapora Cup.

THE English and French mails of the 2nd
July and 28th June were delivered in London
on the 1st and 2nd inst.

COMMUNICATION with Amoy, Shanghai and
stations beyond, by the Great Northern Tele-
graph Company's cable, is restored.

THE statement of accounts to be laid before
the forthcoming half-yearly meeting of share-
holders in the Hongkong and Shanghai Banking
Corporation will be found on the third page.

THE case in which an office boy in the employ
of the Osaka Shosha Kaisha was charged
with obtaining \$2,047.20, from constituents of
that firm by means of forged receipts, was re-
sumed this afternoon before Mr. Kemp. Mr. P.
W. Goldring appeared for the prosecution.
The case is proceeding.

By kind permission of Lieut. Col. Iremonger
and Officers, the Band of the 33rd Burma
Infantry will play the following programme at
the Kowloon Hotel, during dinner, to-morrow
evening (weather permitting):—

March..... "Soldiers of the King"..... Hewitt
Overture..... "Hayden"..... Aulter
Selection..... "Lolante"..... Sullivan
Dance..... "Punch and Judy"..... Boggetti
Selection..... "Reminiscences of All Nations"..... Godfrey
Valse..... "Sevilla"..... Jose Mañador
Tarentelle..... "The Original Napolitain"..... Julien

GENERAL Kuroki, says a personal friend of the
famous great Japanese soldier, is essentially a
safe man. He is well-known for his ability to
engineer victory by the most cunning and
laborious utilisation of detail, and prefers the
slow but sure method; but when he attacks
you may be perfectly certain he has discounted
every possibility and secured every moral
chance in his favour. He has always been
gifted with wonderful strategical precision, and
if his opponents make a move in any direction
it will always seem the very thing which
Kuroki expected. It is impossible to take him
by surprise. On the other hand, he is generally
successful in deceiving his antagonists as to
the direction of his attack, and the numbers he
is employing against them.

WHEN the case against Marshall, manager of
the Criterion Hotel, for assaulting his wife and
son-in-law was called on this afternoon the
defendant was asked what he had to say. He
stated that there was a quarrel in the bar on
the night in question, and he was assailed by
several of those present including his wife and
son-in-law. He was struck by four people
altogether. It resulted in a policeman being
called and he was arrested. He had had a
drink or two, but was quite clear in his mind,
and only tried to defend himself when struck.
He had not been on speaking terms with the
complainant for many months.—Mr. Goldring,
solicitor, for the prosecution, shortly reviewed
the facts, and His Worship convicted the de-
fendant and fined him \$25 with the option of
one month and bound him over in his own
recognizances in the sum of \$100 to be of good
behaviour for six months.—His Worship re-
marked that assault by biting was a very
serious matter, and usually dealt with very
severely, but in this case he would take into
consideration the fact that there was ill-feeling
of long-standing between the parties, and a
good deal of drinking had been apparently
indulged in.

THE GOVERNOR'S LEVEE.

It is notified that His Excellency the Governor
will hold a Levee at Government House on
Friday, the 5th August, 1904, at 4.00 p.m.
Each gentleman is requested to bring with
him two cards, with his name distinctly written
thereon, to be handed to the aides-de-camp in
waiting.

The Private Entree will commence fifteen
minutes before the General Levee, and may
be attended by the members of both Councils,
by the Bishops by the Judges, by the Heads of
the Government Departments, by the Consuls-
General and Consuls of Foreign Powers; and
by the Naval and Military Officers of Field, or
corresponding, rank.

JELEBU MINING CO., LD.

SALE OF PROPERTY

At Messrs Coghlan & Co's auction rooms
yesterday afternoon, reports the Singapore Free
Press of 27th inst., the property known as the
Jebebu mining and trading company's lands etc.,
were put up for auction without reserve.
The property was divided into three lots the
first comprising about 2,700 sq ft. of leasehold
land (190 years at Seremban, with brick-go-
down, the second all the alluvial concessions
of the company in Jebebu estimated to amount
to about 1,000 acres of mining land with
buildings thereon situate at Kuala Klawang,
and thirdly all the Rin and Glamie lode con-
cessions in Titi about 400 acres of mining land
with machinery and appurtenances thereon. On
lots one and three practically immediate pos-
session was guaranteed. On lot two possession
was deferred till February next. The auctioneer
mentioned that should the purchaser of lot
three feel inclined to sell part of the machinery
he had a probable purchaser therefor. Bidding
on lot one started at \$2,000 and rose to one bid
to \$1,500 and from thence by hundreds to
\$3,600 at which it fell to Towkay Chu Shu
Ming. Lot number two was opened at \$3,000
and advanced by five hundreds fairly briskly
to \$8,500. Ten thousand was eventually re-
ached, and an offer from the auctioneer of an extra
five brought the price up to \$12,000 at which
it was knocked down to Towkay Soon Hung
Chang. For the third lot the auctioneer
suggested a starting price of ten or twenty
thousand. The first bid came from the Nether-
lands Trading Society at \$15,000 and no further
offer being made, the lot was sold at that price.
Total of sale \$31,600. Mr. Coghlan mentioned
at the close that they would be selling off the
Temelung property early in August.

A RESTLESS SAILOR

AND HIS STRANGE CAREER.

William Davis, a young Englishman, fol-
lowed a seafaring career, until about two years
ago, when he arrived in Hongkong aboard the
"Champion," of which he was first mate. While
in Hongkong he became enamoured of the life,
and determined to remain in this Colony. He
joined the Hongkong Police Force, and was
thereafter known as "W. Davis, P.C. 15." But
he soon tired, and so about a year ago he
dressed in a suit of plain clothes, and walked
out of his quarters. He left all his effects,
worth a considerable amount of money be-
hind taking only his mate's certificate with him.
He then made his way to Canton, and accepted
a position in the engineering works of the
Canton-Hankow Railway Co., subsequently
being appointed a driver of one of the engines
running on the completed portion of that line.
But he was a sailor at heart, and "he heard the
sea calling" so he resigned his appointment
and returned to Hongkong, where he found the
s.s. "Kentmore" was in need of a mate. He
applied for and obtained the berth, but did not
hold it long, for, walking down the Praya's few
evenings ago, he was recognized by one of
Hongkong's police and at once arrested, as a
deserter. He was placed before Mr. Kemp,
but the charge against him was withdrawn,
and he was allowed to leave the Court. Hardly
had he put foot outside, however, when he was
re-arrested on a warrant for being an abscond-
ing debtor, at the instance of the Mutual Stores
Co. of Hongkong and Canton, with whom he
had run up, as it is alleged, an account to the
extent of \$620, for stores supplied during his
sojourn in Canton. He now reposes in the
Gaol pending explanations.

IS KUROKI FRENCH?

Several French soldiers, survivors of the Chi-
nese expedition of 1856, are responsible for the
statement that Gen. Kuroki, the redoubtable
Japanese Commander in Manchuria, is in re-
ality half French. His name, they say, is pro-
perly spelled Curique. According to the story
of these soldiers, a French officer, Capt. Curique,
while serving in China in 1856, married a
Japanese girl. A son was born to them, who
was given the Japanese name Kuroki, corre-
sponding to the French Curique. This son is
Gen. Kuroki. Capt. Curique died last year in
France. Until the last, according to the story,
which we take from the "New York Tribune,"
he corresponded with his son, who has since
become famous.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 3rd at 11.40 a.m. The barometer has
risen over the Pacific in the neighbourhood of
the Loochoos and has fallen in Japan; else-
where the changes are unimportant.

The typhoon is now to the S.E. of Kiusiu
moving towards the N.N.E.

Gradients are slight upon the China Coast
and rather steeper over the China Sea. Light
S.W. winds will prevail in the Formosa Chan-
nel, and moderate S. winds in the northern
part of the China Sea.

Forecast:—Moderate S. winds, overcast, fair.

THE RIGHTS OF BELLIGERENTS.

STATUS OF NEUTRAL MAIL STEAMERS.

Mr. Douglas Owen, of the Inner Temple,
writes in his "Declaration of War, a survey of the
Position of Belligerents and Neutrals, with
Relative Consideration of Shipping and Marine
Insurance during War":—

P. 205.—Mail Vessels; Public Vessels.—
In Wheaton's International Law the editor
expresses the opinion that "the carrying of
despatches can only invest a neutral vessel
with a hostile character in the case of its being
employed for that purpose by the belligerent,
and that it cannot affect with criminality either
a regular postal packet on a merchant ship,
which takes a despatch in its ordinary course of
conveying letters, and of the contents of which
the master must necessarily be ignorant. This
view it is supposed is not inconsistent with
the fact, which refers to a fraudu-
lent carrying of the despatches of the
enemy. Since the former European wars
some governments have established regular
postal packets, whose mails by international
conventions, are distributed throughout the
civilized world; whilst in other countries every
merchant vessel is setting obliged to receive
till the moment of its sail, not only the de-
spatches of the government, but all letters sent
to it from the post offices." International
conventions or not, it may surely be safely assumed
that the general introduction of the postal sys-
tem, and the consequent institution of mail
steamers, have practically extinguished the
old right of confiscation for the carriage of
hostile despatches. If, for example, war were
to arise between France and Spain, by the
strict law of nations, France would have the
right to stop and search every British mail
steamer which she might suspect of carrying
in her mail bags despatches from the Spanish
government to any of the Spanish East Indies.
The result of the exercise of this right would
be that successive P. and O. steamers might
be stopped while their scores or even hundreds
of mail bags are got out and the contents
of each examined, and on the examination
proving successful, the steamer might be taken
into a French port for adjudication, to the
serious loss and infinite discomfort of a large
complement of passengers, the peaceable sub-
jects of various neutral powers. Such a state
of affairs would raise the ire and hostility of all
neutral Governments, and would obviously be
utterly inconsistent with the enlightened civil-
isation of the present day. Moreover, the
great facilities which now exist for communi-
cation by telegraphic cable, as well as for the
forwarding of despatches by various and inde-
pendent routes, must needs in most cases
render it a sheer waste of time to attempt to
intercept despatches by stopping and search-
ing mail steamers. And, indeed, to search
any of the floating leviathans of the present
day on the chance of discovering a letter
which it would be to the interest of per-
sons on board to conceal, would be little
less than an absurdity. For whatever rights
may still be held to exist as to the search
for despatches on private trading vessels, there
can, one would imagine, be no doubt that no
such right exists—or that, if it exists, few
powers would have the hardihood to attempt to
exercise it—in the case of mail or packet
steamers. These vessels, being under govern-
ment contract for the carriage of the mails, may
in a manner be said to be public vessels. Not
it may be, vessels of war or transport, but still
public vessels, as being under government sub-
sidy, and as such exempt at any rate from the
prohibition against carrying belligerent de-
spatches; though the right of search for military
persons of the enemy having a belligerent
destination might still be insisted upon. But,
the "Peterhoff" case, where a British vessel
was seized by a Federal cruiser for carrying con-
traband of war, and for the alleged intention to
run the blockade of the Confederate ports, in-
dicates that the modern view favours the recog-
nition of the right of neutral vessels to carry
mails free from belligerent examination.
For although the circumstances of the voyage
and cargo were in this case open to grave
suspicions, and the conduct of the master was
eminently unsatisfactory, a sealed postal mail
bag found on board was ordered to be
delivered to the attorney of the United States,
out of the custody of the court, and was given
up to the British authorities unopened. It
may, however, be supposed that the right to
carry postal mail bags and the sanctity of their
contents now in many cases provided for
by international convention. The case of
"The Constitution," a United States frigate
carrying private goods for public exhibitions—
against which salvage proceedings were issued
in the Admiralty Court—stands on a somewhat
similar footing. At one time so-called packet
ships were, with certain special allowances, by
statute, strictly forbidden to carry any mer-
chandise; they were to carry "letters and
packets"; and goods carried unlawfully, con-
trary to the statute, were to be forfeited.

SEA COMMERCE IN WAR TIME.

In the course of an interview with Mr. West-
lake, Professor of International Law at Cam-
bridge University, a representative of the Daily
Graphic obtained, in reply to a question rela-
tive to the status of mail steamers, the follow-
ing opinion:—"When ships carrying mails are
the public property of any neutral nation they
cannot be stopped. If they are private property
they can be stopped and searched but the
mails must not be opened. It is true that in
the War of Secession the United States claimed
the right to open mails, but it waived the
claim on account of a protest from Great Brit-
ain. United States naval officers were, how-
ever, instructed to open any parcels which
they had reason to believe were only counter-
feit mail bags, and to those instructions Great
Britain assented. The only point to be added
is that if a private ship carrying mails is de-
tained on any account, the captor must for-
ward the mails to their destination as speedily
as possible."

TELEGRAM.

THE WAR.

PROGRESS OF KUROKI.

FURTHER POSITIONS CAPTURED.

Mr. M. Noma, Consul for Japan, has kind-
ly forwarded to us the following telegram:—

Tokio, August 2, 3.30 p.m.

General Kuroki reports that our army
commenced operations at daybreak of the
31st July for attacking the enemy, who oc-
cupied Yushulintzu (four miles west of
Hishoyen) and Yangtzulung (six miles west
of Motienling).

Both places are situated twenty-five miles
from Liaoyang. The enemy at Yushulintzu
consisted of two divisions with the corres-
ponding artillery. The attacking operations
were carried out as previously arranged, and
by sunset we defeated the enemy's both
wings; but, owing to the enemy's large force
and strong positions, we were unable to dis-
lodge them.

At daybreak, of the 1st inst., we resumed
the attack and succeeded in expelling the
enemy at noon and pursued them four miles
west. The enemy fled towards Anping. The
enemy at Yangtzulung consisted of two and a
half divisions with four batteries of artillery.

The attacking operations there also pro-
gressed successfully, and by sunset we
carried the enemy's principal positions; but
a portion of the enemy offered the stoutest
resistance and we bivouaced the night in
battle formation.

At daybreak on the 1st inst., we resumed
the attack and, at 8 a.m., all the heights fell
into our hands.

The enemy fled towards Tanghoyen.

Our casualties are under investigation.

We captured some field guns.

The details are still unknown.

In this engagement the attacking opera-
tions had disadvantages; firstly, by steepness
of the ground; secondly, by lack of suitable
position for artillery, while the heat was
over 100 deg. Fahrenheit.

THE CHINESE SOLDIER.

INDIVIDUAL BRAVERY.

(Contributed.)

Instances of individual bravery are pro-
bably few among Chinese soldiery. Collec-
tively they have been known to fight stub-
bornly, although unless in overwhelming numbers
they lack the initiative of attack. Japanese
history records several encounters with the
Chinese in 1891, in which the latter displayed
great collective gallantry; in fact, according to
our chronologist, a little more learning on the
part of the officers would on two occasions at
least have turned defeat into important victories.
Those who participated in the 1900 campaign
in the North had somewhat similar experiences.
The Chinese invariably opened a fight well,
and frequently demonstrated their ability to
repulse an attack. The Russian troops, during
the second bombardment of Tientsin, held a
position on the right bank of the Pei-ho, and
made constant reconnaissances, with the object
of eventually dislodging the enemy from an
important station at a distance of three miles,
on the same bank. The Chinese coped with
their tactics quite successfully, and on one
memorable Sunday afternoon, actually re-
pulsed an attack in which the greater portion
of 3,000 infantry and Cossacks took part.
The position was finally captured when the allied
troops, with whom the Russians co-operated,
stormed the native city of Tientsin. A
single sample of individual bravery on the
part of a Chinese, came prominently under
the notice of several officers attached to the
first expedition sent to the relief of Peking.
Admiral Seymour with the remnant of his
troops had taken possession of and encamped
himself in what has since been known as the
Hsiuku Armoury. The place had been ap-
proached under a misapprehension brought
about by misunderstanding with the interpreters,
and cost many valuable lives before Major
Johnson, at the head of about 200 marines and
bluejackets fording the river, forced an entrance
to the first enclosure. As soon as the supports
crossed, an attempt was made to drive the Chi-
nese from the whole enclosure which consisted
of several separately walled compounds, and
here the incident in question occurred.

A handful of men assisted by two officers
and two civilians dashed through one of the
gateways and charged at some hundred
soldiers holding the yard. With one solitary
exception the company bolted without exchang-
ing a single shot. The exception proved to be
a gallantly bedecked young officer, who gesticu-
lated, shouted, and vainly exhorted his men to re-
turn. Falling in his first attempt he galloped
through the gate and to the unbounded
astonishment of the foreigners who were resting
on the grass, literally thrashed about a dozen
Chinese to the attack. The loss of four satis-
fied their comrades, and the officer was again
compelled to retire for more men. This he
did five times and on the last occasion with
so much success, that he threw away a life that
had for some time been spared, by the gener-
osity of the officer commanding, whose admi-
ration for his conduct led to the burial of his
body by our own men at a time when they
hardly knew which way to divide attention to
their own sick and wounded. It might be
interesting to add that many of the guns taken
from Hsiuku are now being used in the defence
of Port Arthur.

TELEGRAMS.

(Reuters.)

Great Britain and Russia.

LONDON, 1st August.

Reuter's correspondent in St. Petersburg
wires that the Russian answer to Great
Britain's representations regarding the sink-
ing of the *Knight Commander* is not yet
received at the Embassy, but there is no
reason to believe that the assurances given
to The Hon. Charles Hardinge will not be
loyally fulfilled and revised instructions sent
to Admiral Skrydloff as a result of the
Knight Commander incident.

LATER.

Earl Percy, in the House of Commons,
said that Great Britain had protested to
Russia against the inclusion of food stuffs
on the list of contraband of war.

The War.

General Kuropatkin reports that General
Keller commanding at Yangtze-Ling was
killed by a shell.

CHEFOO.

A PROPOSED SETTLEMENT.

The question of international local govern-
ment for Chefoo will quite likely be
brought up again in the near future. It is
understood that several of the local consuls
will be petitioned with a view to resuscitating
the agitation, and requesting the ministers at
Peking to take action on the papers which have
been in their possession for some little time.
The officials having to do with the matter are
probably well informed thereon and the peti-
tions to the consuls here will no doubt be pre-
sented simply with the intention of attempting
to get some action on what has already been
done by the residents who are desirous of the
settlement.

Practically the entire community of Chefoo is
anxious to have the city placed in such
position that it will be able to deal with
questions which require concerted thought
and action. The growth of the port has
brought conditions that only municipal organi-
zation can deal with—police, sanitation, roads,
etc. Citizens believe that public health and
welfare generally in the place in which they
live, are questions with which they should be
allowed to deal in such manner as will bring
them under community control, and that mun-
icipal organization and law is the only way out
of the difficulty.

A *Chefoo Daily News* man has ascertained
in conversation with substantial business men
among the Chinese that they are decidedly in
favour of the so-called "settlement" plan, and
there is no doubt that the Taotai is of the same
opinion.

At any rate, people who have business in-
terest here, and who make the town their
home, are determined to endeavour to bring
about the desired result.

Now that fighting in Thibet has assumed a
more serious aspect, the London dailies re-
presented by Special Correspondents are increas-
ingly. The Calcutta sportsman-journalist Mr.
A. S. Barrow will act for the *Morning Post* in
future, that is to say as soon as Mr. Candler of
the *Daily Mail* is ready to relieve him, while
Mr. Walter Bayley has gone posting up to
represent the *Daily Telegraph* and the *Pioneer*.

MILK is known to be one of the few complete
foods. It contains the bone, muscle and fat
producing elements, and sustains the heat of
the body. The milk of different classes of ani-
mals (mammals) varies in composition to suit
the different requirements; thus mare's milk
is richer in sugar, but lacking in protein, com-
pared with cow's milk. Another fact of inter-
est connected with milk is found in the diffi-
culty with which some persons digest plain
milk. It is safe to say that, should any organ,
secretion or digestive juice fail to perform its
free duty, the milk condensed will not be pro-
perly digested. The reason for this is simple.
Milk contains such a variety of compounds that
all portions of the digestive system are called
into activity for the digestion of these varied
elements. The gastric juice attacks the cheesy
matter; the pancreatic and intestinal juices
digest the sugars and fats. This takes the
milk through the stomach and the small
intestines into the large intestine. The lower
intestine digests wood fibre also. This alone,
of all the forms of food nutrients, is not found
in milk. Because of the facts above stated the
ability to drink milk is a test of perfect diges-
tion in nearly all cases.

SHIPPING AND MAILS.

MAILS DUE.

French (*Catherine Affar*) 10th inst.American (*Korea*) 11th inst.Indian (*Namsang*) 15th inst.Canadian (*Empress of India*) 15th inst.American (*Galle*) 18th inst.

The s.s. *Macduff* left Singapore yesterday,
for Hongkong and may be expected here on
8th inst.

The P. & A. s.s. *Aragonia* sailed from Port-
land on 31st ult., via Japan Ports, and may be
expected here on 31st inst.

The *Apar* Co.'s s.s. *Catherine Affar* from
Calcutta (with the French Mail on board) left
Singapore for this port this morning.

THE WAR.

THE "CREWE HALL'S" STORY.

HOLD UP BY RUSSIANS.

Bombay 21st July.

The Ellerman line steamer *Crewe Hall* just arrived at Bombay, and being one of the ships held up recently by the Russians in the Red Sea, the sea representative of the *Times of India* interviewed her skipper, Captain W. Haughton, yesterday afternoon, and was able to gather some interesting details. The *Crewe Hall* had on board a general cargo of machinery, railway material and merchandise for Bombay and Karachi. She was proceeding down the Red Sea during the night of last Monday week, when two steamers were noticed following her, one on either quarter. At daylight it proved that one of these was the *Mendous*, a ship of the Alfred Holt line, with the familiar blue funnel, while the other turned out to be the *St. Petersburg*, a second class armoured unprotected cruiser of the Russian Volunteer fleet.

"You knew the *St. Petersburg* as soon as you saw her, did you, Captain Haughton?" asked the representative.

"Oh, yes," was the reply. "I knew the vessel, because I had seen her when she was a new ship, going on her trial trip. That was on the Tyne in 1894."

The captain went on to say that he thought it was a curious thing that the cruiser should be in the Red Sea, and he was expecting to see her stop, "never thinking she would stop us, you know." The cruiser was flying the Russian naval ensign, white with a blue diagonal cross, and was painted just in the same way as any other Russian warship. The *St. Petersburg*, Captain Haughton remembered, was a ship with a nominal speed of 19 knots, and while they were still speculating as to what she wanted, she steamed across the bows of both merchantmen, and ran up the signal to stop. Captain Haughton took no notice, thinking the signal must be meant for the blue funnel boat. "Then she came right straight for me," said the Captain; "and I was just going to hoist the answering pennant when she fired a blank cartridge. We hoisted it and immediately a boat put off from the *St. Petersburg*. The boat had a gun in her bows, and contained two officers and twenty men, the officers being armed with swords and revolvers, and the men having revolvers. Two officers came on board, and while the junior stayed on deck, taking stock and keeping his eyes lifted generally, the senior officer accompanied the Captain to his chart room, and overhauled the ship's papers."

The *Crewe Hall* had no manifest of cargo on board, and this was a point the Russian officer could not understand: so he requested Captain Haughton to proceed on board the cruiser to explain matters to her commander. "It is very seldom," said Captain Haughton, parenthetically; "that ships coming out have a manifest. You know it isn't ready when they start generally, and is sent on by mail." When Captain Haughton went on board the cruiser he found all hands at their stations and the guns manned. The captain invited him into his private cabin and there the *Crewe Hall's* papers were overhauled a second time. Captain Haughton was submitted to a close cross-examination about the nature of his cargo and a Russian officer drew his attention to the fact that his bills of health included "all ports beyond the seas." Captain Haughton had to explain that that was the case in all bills of health.

After being kept altogether about two hours and a half, he was taken back to his own ship, but was told to wait for a signal from the cruiser before proceeding. The Russians then had a consultation presumably, and after a few minutes allowed the *Crewe Hall* to proceed, turning their attention next to the *Mendous*.

"How did the Russian officers behave to you?" asked the interviewer.

Captain Haughton replied: "They were thorough gentlemen."

Before being sent back to his own ship he was asked by the Russians if he had any complaints to make as to the way he had been treated, and he told them he had nothing to complain about but the detention. While the officers were on board the *Crewe Hall*, they had their own signalling officer with them, and were constantly signalling to the cruiser from the *Crewe Hall's* bridge.

The reporter asked Captain Haughton if he had any idea why he was stopped by the Russians, and he said their officers informed him that they were on the lookout for something on a certain ship. They would not say what it was they wanted, and they were stopping every "likely" ship that came by.

The *Crewe Hall* was stopped about 100 miles N.W. of Jibuti. Probably the Russians had colluders with them.

The representative asked what impression Capt. Haughton had formed of the *St. Petersburg* from his visit aboard her. "She is a magnificent ship," was the answer. "She had a regular yachtlike appearance, and her paint and enamel and brass-work were kept beautifully. She had a lovely saloon upholstered in green figured plush, and decorated in white and gold. At the end of the saloon were large portraits of the Tsar and Tsarina. The vessel appeared to be well armed and had a big crowd of men on board."

"Then the tales we sometimes hear of Russian ships being in a dirty state are not true of the *St. Petersburg*, Captain Haughton?"

"Oh, no; she was as clean as any yacht would be."

"Everything as smart as you would find it on a British man-of-war?"

"Yes, quite," said Captain Haughton.

BAMBOO POLES.

THE COURT'S DECISION.

A DISAGREEMENT.

At the Supreme Court this morning the Chief Justice (Sir W. M. Goodman), and the Puisne Judge (Mr. T. Sercombe-Smith) delivered judgment in the appeal case, between Wai Chung and Hung Hoi. In his judgment the Chief Justice said:—In this case the respondent was charged with carrying a bamboo pole on the public footpath, at Praya East, on the 17th May, 1904, such bamboo pole being calculated to annoy and incommode passengers thereon. The charge was made under sub-section 11 of section 2 of Ordinance No. 14 of 1845, now (in the new edition of the Ordinances) numbered as sub-section 11 of section 3, of Ordinance No. 1 of 1845.

That Ordinance is entitled "An Ordinance to make provision for the Preservation of Good Order and Cleanliness and the Prevention of Nuisances within the Colony."

The section in question deals with nuisances, and provides a penalty for every person who commits any of the offences specified in its various sub-sections.

Sub-section 11 sets out the offence thus:— "Upon any public footway, rolls or carries any barrel, cask, butt, or other thing calculated to annoy or incommode the passengers thereon, except for the purpose of housing it or of loading any cart or carriage on the other side of the footway."

Now, the Magistrate found, as facts, that the pole, a large, heavy, bamboo carrying pole, was carried on the respondent's shoulder at 5.45 p.m., on May 17th, on the public footway at Praya East, that it was carried in such a way as to obstruct the footway and to be calculated to annoy and incommode passengers thereon, and that it was not being carried for the purpose of being housed, or for the purpose of being loaded on any cart or carriage on the other side of the footway.

The Magistrate, however, refused to convict because, in his opinion, the general word "thing," following the specific words "barrel, cask, or butt," takes its meaning from them and must be presumed to be restricted to articles of the same genus.

It was argued before the Magistrate on behalf of the prosecution, and again before this Court, that the general purpose of the Ordinance was, *inter alia*, to prohibit nuisances on the footway, and that the words "or other thing" were not limited in their meaning by the specific words "barrel, cask, or butt," which precede them, because they must be read with the words "calculated to annoy or incommode the passengers thereon," (*i.e.*, on the footway) which immediately follow them, and that the "genus" contemplated by the Ordinance consists of anything whatsoever so calculated to annoy and incommode. It was also argued that the exception as to housing or loading did not limit the meaning of the general words.

The question the Court has to decide, on this appeal, is whether the words "or other thing calculated to annoy or incommode the passengers on the footway" as used in the sub-section ought to be so construed as to include the bamboo pole, which has been found by the Magistrate to be so carried as to annoy and incommode passengers.

It is clear that unless the words must be so limited by the preceding words as to mean only things *ejusdem generis* with a barrel, cask, or butt, ("butt" meaning a large cask) they include the bamboo pole in question.

How then must this Ordinance be construed? It is a penal statute but, nevertheless, it must be construed so as to carry out the intention of the Legislature. At one time, no doubt, penal statutes were construed very strictly. I quite agree with the following passages in Sir P. B. Maxwell's work on the Interpretation of Statutes. They occur at pp. 367-369 of the third edition of his book, and are as follows:—"The rule which requires that a penal and some other statutes shall be construed strictly, was more rigorously applied in former times, when the number of capital offences was very large; when it was still punishable with death to cut down a cherry-tree in an orchard, or to be seen for a month in the company of gypsies, or for a soldier or sailor to beg and wander without a pass. But it has lost much of its force and importance in recent times, since it has become more and more generally recognised that the paramount duty of the judicial interpreter is to put upon the language of the Legislature, honestly and faithfully, its plain and rational meaning, and to promote its objects."

"It does not follow from the position of a restricted meaning on the words, wherever any doubt can be suggested, for the purpose of withdrawing from the operation of the statute a case which falls both within its scope and the fair sense of its language. This would be to defeat, not to promote, the object of the Legislature, to misread the statute and misunderstand its purpose. A court is not at liberty to put limitations on general words which are not called for by the sense, or the objects, or the mischief of the enactment, and no construction is admissible which would sanction an evasion of an Act."

Indeed, this seems to me to be simply a return to the sound principles of common sense enunciated by Coke three hundred and twenty years ago. In Heydon's case, A.D. 1564, reported at page 18 of volume 2 of Coke's Reports, parts III and IV, he says that the Barons of the Exchequer resolved "that for the sure and true interpretation of all statutes in general; be they penal or beneficial, restrictive or enlarging of the common law four things are to be discerned and considered:—

1st. What was the common law before the making of the Act?

2nd. What was the mischief and defect for which the common law did not provide?

3rd. What remedy the Parliament hath resolved and appointed to cure the disease of the Commonwealth; and

4th. The true reason of the remedy; and then the office of all the judges is always to make such construction as shall suppress the

mischief and advance the remedy and to suppress subtle inventions and evasions for the continuance of the mischief, and *pro privato commodo*, and to add force and life to the cure and remedy, according to the true intent of the makers of the Act *pro bono publico*."

There are certainly cases in which it has been held that "where a general word follows particular and specific words of the same nature as itself, the general word takes its meaning from them and is to be presumed to be restricted to the same genus as those words; or, in other words, as comprehending only things of the same kind as those designated by them; unless, of course, there be something to show that a wider sense was intended."

I am quoting the language of Maxwell on the Interpretation of Statutes, p. 469.

But it will be observed that he qualifies the proposition by the words "unless *et cetera*." When we look at the case before us we find the words are not simply "any barrel, cask, butt, or other thing," in which case some qualification of the word "thing" would be required, but "any barrel, cask, butt, or other thing calculated to annoy or incommode the passengers."

Is there not then here something to show that a wider sense is intended for "other thing" than merely something *ejusdem generis* with a barrel, cask, or butt? It is to include anything reasonably calculated to annoy and incommode reasonable passengers on a public footway. That is the meaning I place upon the words.

It may be well if we look at the probable origin of the Ordinance in question. It was passed on 26th December, 1845. It was intended to put a stop to various nuisances, and sub-section 11 was intended to prevent passengers on public footways from being annoyed and incommode by the rolling or carrying, on such foot-paths, of casks, barrels, and other things calculated to annoy and incommode such passengers. It appears to me that sub-section 11, as well as some of the other sub-sections of the section in question, were taken from the Metropolitan Police Act, 2 & 3 Victoria, c. 47, section 44, passed in 1839. Sub-section 8 of that section renders liable to a penalty:—

"Every person who shall roll or carry any cask, tub, hoop, or wheel, or any ladder, plank, pole, show-board, or placard, upon any footway, except for the purpose of loading or unloading any cart or carriage, or of crossing the footway."

It seems to me that the Hongkong draftsman instead of giving a list, which might suit London requirements but not prove sufficiently exhaustive in this Colony, after specifying casks, &c., used general words intended to cover everything calculated to cause passengers on the foot-path to be annoyed and incommode.

Of course, if he did not use apt words to carry out his intention the Legislature alone can amend them, but, giving fair meaning to the words, is not the intention of the Legislature clearly enough expressed?

I will take a decided case which seems to me to be very much in point.

Section 37 of the Prison Act 1865 made every-one guilty of felony who "with intent to facilitate the escape of any prisoner conveys or causes to be conveyed into any prison any mask, dress or other disguise, or any letter, or any other article or thing." A prisoner was convicted of conveying a "crownbar" into a prison and it is clear that, if the words "other article or thing" must be construed as meaning only things *ejusdem generis* with masks or letters, they would not include a crownbar. The point was reserved for the consideration of the Judges for Crown Cases Reserved. First, the point about "ejusdem generis" was taken on argument before five Judges who composed the Court, and then another point was taken by the prisoner's counsel, namely, that the former Prison Act, 4 George IV, c. 64, Section 43, used the words "mask, viz. or other disguise, instrument or arms, proper to facilitate the escape of any prisoner," whereas the word "instrument," which clearly includes a "crownbar," was omitted in the Act under which the prisoner was accused, and which repealed the former section; whereupon Chief Baron Pollock observed:—

"It substitutes the more general words 'any article or thing,' and Baron Pigott added: 'Clearly showing thereby that the Legislature intended to embrace more things than were included under the old Act.'"

The conviction was upheld, Pollock C. B. saying: "We are all of opinion that a crownbar is included under the words 'or other article or thing.' That was the case of the Queen v. Payne. 1 Crown Cases Reserved, p. 27, decided in 1866."

In the case we are deciding the draftsman evidently substituted general words for the more detailed list set out in the Metropolitan Police Act and I take the same view of the result as the judges did in the Queen v. Payne. I think that the Legislature meant to protect passengers using the footpath being annoyed and incommode by obstructions caused by the rolling of casks, or the carriage of bulky or improper things for which the only suitable place would be the roadway. It seems to me strange to hold that such protection must be limited to cases where the cause of the obstruction is a thing like a cask, or in the same genus as a cask. Are coolies to be allowed to carry large bundles of bamboo scaffolding poles, along the footpath, in Queen's Road for instance? Looking at the wording of the Ordinance I do not believe the Legislature intended the restricted meaning suggested. It seems rather to me that, after forbidding the rolling or carrying of barrels and casks on the footway, the Legislature proceeded to also forbid the rolling or carrying of any other thing which would cause reasonable people to be annoyed and incommode in their proper use of the footpath.

I am aware that one learned judge, in 1868, in a other case, said with reference to the case of the Queen v. Payne, that it "fell within the rule that if the particular words exhaust a whole genus the general word must refer to

some larger genus," but that rather subtle refinement is certainly not mentioned in any of the reports of the case itself which I have been able to discover. Assuming, however, that such distinction was present to the minds of the five judges who decided the Queen v. Payne, the present case appears to me to show that the "larger genus" intended here was "anything calculated to annoy or incommode." The case of Skinner v. Shaw (1893), 1 Chancery, p. 413, seems also to me to be in point; I do not think we desire much assistance from the various cases relating to the question "what is a place" within the meaning of the Betting Act, 1853? Some were overruled by the House of Lords in Powell v. The Kemp Park Race Course Company, Limited, Appeal Cases (1899), p. 143, and the question of "user" greatly complicated the inquiry in the betting house cases.

I must confess that I am not alarmed at the prospect of my decision causing hardship to law-abiding citizens. If my interpretation leaves the terms of the prohibition somewhat elastic, we may, surely, attribute some measure of common sense to the Executive as well as to the Magistrates and Judges. In this case, for instance, the Magistrate feeling a doubt very naturally left the matter for the decision of this Court. If people are, hereafter, improperly harassed by prosecutions for carrying, on the public footway, things not reasonably calculated to annoy or incommode reasonable people, having regard to the conditions of modern life and to all the circumstances of the case, I take it the Magistrate would very properly refuse to convict and, if he thought it necessary, would censure the course adopted by the police or prosecutor. He would regard the spirit as well as the letter of the Ordinance. If not, legislation would be called for. For example, to notice one or two instances mentioned in argument. I do not see why a rifle properly carried by a volunteer along a footpath should be calculated to annoy any reasonable person. It is done every day in London, nor do I see why an umbrella of reasonable dimensions carried, on a wet day for protection against the rain, should be held to incommode people who are not selfish and unreasonable. If the Ordinance we are discussing had been passed after November, 1897, I do not think any difficulty could have arisen, because section 18 of the Interpretation Ordinance, 1897, expressly provides that in Ordinances thereafter passed the words "or," "other," and "otherwise," shall, unless the contrary intention appears, be construed disjunctively, and not as implying similarity, unless the word "similar" or some equivalent expression is added.

The words "calculated to annoy" rather imply that someone has to do the calculation or settle what things come within the category, and I think we may trust to the common sense of the Magistrates in such cases.

In the result, I hold that the bamboo pole, in this case, comes within the words of the sub-section and that there should have been a conviction. I express my views with some diffidence, as I understand Mr. Justice Smith has come to a different conclusion. However, by section 24 of Ordinance No. 3 of 1873 (new edition) where, on an appeal, there is a difference of opinion between the two judges the Chief Justice has a double or casting vote.

The appeal will, therefore, be allowed, but in the circumstances there will be no order as to costs.

I desire to add, although of course, this is no part of my judgment, that I consider that the conlie in this case has had quite sufficient punishment owing to the loss of time he has incurred in attending this appeal and taking in to account his enforced attendance at the Magistracy, especially as there appears, hitherto, to have been some doubt as to whether what he did was forbidden by law.

MR. JUSTICE SMITH'S OPINION.

The Puisne Judge pointed out that the Court was invited to decide that every person who rolls or carries on the footway anything calculated to annoy or incommode a passenger thereon is liable to summary arrest and to a fine not exceeding five pounds, or, in default to imprisonment with hard labour for three months. The offence is that of rolling or carrying certain things calculated to annoy or incommode. A rifle when carried on a footway is, he said, undoubtedly a thing calculated to annoy or incommode, though ordinarily tolerated; yet the person who carries it in an entirely inoffensive way will be liable, if the construction now sought to be placed on the sub-section prevails, to arrest and fine or imprisonment notwithstanding that he was not carrying it in such a manner as to annoy or incommode. The same as regards a portmanteau, a seamstress's stool, a tiffin basket, a milliner's box, an umbrella, a big hat, and scores of articles daily carried on the footway; all these are calculated to annoy or incommode passengers on the footway, though each one of them may perchance be so carried in a particular instance as not actually to annoy or incommode passengers. In my judgment, he added, it is foreign to the point to say that we must rely on the discretion of the police or the magistrates not to arrest or convict a person for carrying, *e.g.*, a dripping umbrella on a footway. We cannot decide a point of construction, relying on the discretion of the police or the magistrates to mitigate the effect of our decision. It being plain that the only alternative is that construction which brings a large percentage of persons within the meshes of the law for every day acts of necessity and convenience, is this Court going to impute to the Legislature an intention to make liable to arrest and fine or imprisonment a large body of persons carrying things which are both a necessity and a convenience of life, when the words of the enactment are equally capable of a construction which limits the offences to offences in respect of certain specific articles which it is not a necessity or convenience of life to roll or carry along a footway except under circumstances provided for by the law. I hold therefore that the construction which we are invited to put on this sub-section leads to the

absurdity of supposing that the Legislature intended to interfere with the ordinary concomitants of walking on a footway; and I decline to put that construction on the sub-section, preferring the more sensible *ejusdem generis* construction adopted by the Magistrate, which is also at least equally justified by the language used. He thought the Legislature put in the words "barrel, cask, butt" as a guide to the nature of the "other things" calculated to annoy or incommode, while the words "roll or carry" indicated that the things aimed at by the sub-section were things which it was usual to move either by rolling or by carrying. The concluding words of the sub-section seemed to him to throw light on the intention of the Legislature. Those words were "except for the purpose of housing them or of loading any cart or carriage on the other side of the footway"; and they caused the sub-section to mean that, unless you were housing a barrel, cask, butt, or other thing etc., or loading them on any cart or carriage on the other side of the footway, you must not roll or carry such things on a public footway. The words "housing" and "loading" must, he thought, refer to things which it was usual to house or load, and to his mind afforded a further indication of the intention of the Legislature that the sub-section aimed only at things which it was customary either to take into a shop or godown for storage, or to take out of a shop or godown to load on a cart or carriage on the other side of the footway. It seemed plain that a bamboo carrying pole was not an article which it was usual either to store in a shop or godown or to load on a cart or carriage. He did not house his umbrella, nor did a workman house his implements of trade if such things were taken home of an evening. His Honour proceeded to deal with the cases which were brought up during the argument and in conclusion said:—For the reasons given, I have come to the conclusion that the Magistrate was right, and that the words "barrel, cask, butt or other thing calculated," etc., must be construed to mean "barrel, cask, butt, or other like thing, calculated," etc., and not to mean "barrel, cask, butt, or any other thing whatsoever calculated," etc. I think that the former construction is not only more reasonable than the latter construction, but is also beyond doubt more in consonance with the whole language of the sub-section. I also think that the latter construction strains the language in order to extend the remedy to a nuisance not yet legislated against. If I may properly say so, whilst on the one hand I regret that a bamboo pole is not within the legal purview of the sub-section, yet on the other hand it is satisfactory to know that my conclusion exempts from liability to arrest without warrant and to fine, in default, imprisonment, a far larger number of persons carrying on the footway articles which, though calculated to annoy or incommode, are articles of every day necessity and convenience. For there is no getting away from the fact that the construction contended for by the appellant, though only affecting in the particular instance a person carrying a bamboo pole, must, by force of the *ratio decidendi*, sweep into the sub-section that larger class of persons already indicated. I have only to add that it was very unfortunate that no one appeared at the hearing of the appeal to argue on behalf of the respondent. The appeal ought, in my opinion, to be dismissed with costs.

CANTON NOTES.

FATAL FRACAS.

(From a Correspondent.)

Canton, 3rd August.

For some time past trouble has been brewing between the cargo boat people and the tax collectors at this port, and on Sunday evening there was a fracas between them in which two Chinese on the one side and an Indian and a Chinaman on the other were killed. On making inquiries I find that the authorities have revised the tax on cargo boats, which previously was at the rate of 10 cents per cheung equal to about 10 ft. Chinese measurement, but now they wish to charge by English measurement, which means the boat people will have to pay on 2 ft. more per cheung. This they are resenting and have congregated at the entrance of Fati Creek and are prepared to give armed resistance. Serious trouble is expected. All rice boats and ordinary, local cargo-boats have ceased work and gone to their fellows.

TROUBLE ON THE LINE.

Last evening the U. S. gunboat *Callao* left port suddenly and steamed away up the upper reaches. On inquiry I find that a riot occurred on the railway between Americans and Chinese, and it is reported that one Chinaman was killed and two wounded.

MARSHAL SUH.

The story that Marshal Suh had been liberated and was to be sent South to retrieve his character by suppressing the rebellion in Kwangsi, proves to be untrue. It originated in a memorial addressed to the Throne by a Censor named Heu Yueh recommending that this measure be adopted. The Censor has been sent back to his original Yamen for his pains as he is incapable of holding the responsible post of Censor, as proved by his ignorance and stupidity. The Edict refusing the request states that "Sub Yuanchun, better known to foreigners as Marshal Suh, was formerly Commander-in-Chief of Kwangsi and of the Tongking frontier defences, and as he was chiefly to blame for the insurrection in Kwangsi, which arose from corruption due to lack of discipline and ignorance on Marshal Suh's part, it is necessary that he should be punished for the same. But in consideration of his former services and to show our Imperial kindness towards military officers we have already reduced his punishment in some degree."

Under the reduced punishment Marshal Suh will be banished instead of beheaded, and it was hoped this might be the case. Whether he will be banished by proxy or in his own person we cannot say.—P. & T. Times.

THE M. M. CO.'S "POLYNESIAN."

AN ACCIDENT.

We are courteously informed by M. G. de Champeaux, local agent for the M. M. Co., that the s.s. *Polynesian* with the outward mail, due here about the 8th inst., arrived at Singapore last night with her crank shaft broken. She is unable to continue her voyage at present and we are advised that her mails are being forwarded by the s.s. *Catherina Apar*.

NOTICE TO ADVERTISEMENTS.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubaltino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI," Capt. Belsito, will be despatched as above, on THURSDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars, regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 3rd August, 1904. [904]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE"

Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd August, 1904. [903]

THE GREAT SENSATION AND ATTRACTION IN THE EAST. NEVER SEEN IN HONGKONG BEFORE.

SIMONS.

GRAND PANOPTICON, MUSEUM, DIORAMA, CYCLOPAMA AND WAX-WORKS EXHIBITION. Des Vieux Road, opposite Central Market. TO-NIGHT! TO-NIGHT! TO-NIGHT!!!

FROM 6 P.M. TO 11 P.M.

Price of Admission 50 Cents.

Children 30 "

Soldiers and Sailors in uniform 30 "

A. W. SIMONS, Sole Manager.

Hongkong, 3rd August, 1904. [899]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS. By Appointment to

H.M. THE KING and H.R.H. THE PRINCE OF WALES.

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from LANE, CRAWFORD & Co., Queen's Road, Central. [894]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"MACHAON"	7th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	12th August.
GLASGOW AND LIVERPOOL	"IDOMENEUS"	19th August.
GLASGOW AND LIVERPOOL	"TYDEUS"	26th August.
GLASGOW AND LIVERPOOL	"ANTENOR"	2nd September.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	4th September.

S.S. "MACHAON" left Singapore for this port yesterday morning, and is due on the 7th inst.

FOR HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"MOYNE"	16th August.
GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd August, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN	"CHIHUI"	5th August.
SHANGHAI	"WHAMPOA"	6th "
CEBU and ILOILO	"SUNGKIANG"	6th "
MANILA	"TAMING"	10th "

PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, CAIRNS, TOWNSVILLE,
BRISBANE, SYDNEY & MELBOURNE.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd August, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SAURDAY, 6th August, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SAURDAY, 13th August, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail on
"ARABIA"	4,483	Bahle	August 25th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week
Days, at 7.30 A.M.; on Excursion Sundays,
at 8.30 A.M.; from Macao, Week Days at about
2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including
cabin and servant), \$3; Return Ticket, \$5.
2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class
Single Ticket, \$2; Return Ticket, \$3. Return
Ticket including Tiffin and Dinner either on
Board or at Macao Hotel, \$5. On Sundays,
\$5 extra will be charged for each cabin with
accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok
Street.

The Steamer runs an Excursion Trip EVERY
SUNDAY. It takes only 3½ hours to reach
Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously
furnished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey,
and 1st Class, 1.50 each.

Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.

Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE.

Agents.
Hongkong, 1st February, 1904.

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY
SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Franguel, leaves Hongkong for Canton
at 9 P.M., on SUNDAYS, TUESDAYS and
THURSDAYS, returning to Hongkong the
following days, leaving Canton at 5 P.M., taking
Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN,"
Captain Merlin, leaves Hongkong on MON-
DAYS, WEDNESDAYS and FRIDAYS, at
the usual hour.

These Two Magnificent and Up-to-Date
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck 30

The Company's Wharf is at the end of Queen
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
"KWONG CHOW" 1,309 J. P. MARTIN
"KWONG TUNG" 1,338 J. W. WALKER

Leave Hongkong for Canton at 8.30 Every
Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock
Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 17th February, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain T. M. Meyrick, will be despatched as
above, on FRIDAY, the 5th inst., at 4 P.M.

This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd August, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above,
on TUESDAY, the 9th inst., at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd August, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to call at PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"BEDOUIN" 10th August.

"LOWTHER CASTLE" 25th August.

For Freight and further Information, apply
to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 26th July, 1904.

AMERICAN ASIATIC STEAM-
SHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the
above Port, on or about THURSDAY, the 25th
August.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 23rd July, 1904.

Shipping—Steamer.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons,

will be despatched for LONDON (DIRECT),
on or about 18th August.

Has excellent accommodation for FIRST and
SECOND SALOON PASSENGERS at moderate
rates.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 22nd July, 1904.

HONGKONG METEOROLOGICAL
SIGNALS.

A NEW CODE.

We have received from the Hongkong
Observatory a new code of meteorological
signals which comes into force at Hongkong
on New Year's Day. They are the same as
those at present in use at Shanghai, and will
be hoisted on the mast beside the time-ball at
Kowloon Point for the information of masters
of vessels leaving the port. They do not neces-
sarily imply that bad weather is expected. The
signals are as follows:—

A cone point upwards indicates a typhoon to
the North of the Colony.

A cone point upwards and drum below indi-
cates a typhoon to the North-East of the
Colony.

A drum indicates a typhoon to the East of
the Colony.

A cone point downwards and drum below
indicates a typhoon to the South-East of the
Colony.

A cone point downwards indicates a typhoon
to the South of the Colony.

A cone point downwards and ball below
indicates a typhoon to the South-West of the
Colony.

A ball indicates a typhoon to the West of
the Colony.

A cone point upwards and ball below indicates
a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is
believed to be more than 300 miles away from
the Colony.

Black Signals indicate that the centre is
believed to be less than 300 miles away from
the Colony.

The above signals will, as heretofore, be
hoisted only when typhoons exist in such posi-
tions or are moving in such directions that in-
formation regarding them is considered to be of
importance to the Colony or to shipping leav-
ing the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad
weather in the Colony and that the wind is
expected to veer.

Two lanterns hoisted horizontally indicate
bad weather in the Colony and that the wind is
expected to back.

The signals are repeated on the flagstaff of
the Godown Company at Kowloon, and also,
by day only, at the Harbour Office and on H
M's Receiving Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching
typhoons by means of the Typhoon Gun placed
at the foot of the mast, which is fired whenever
a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-
WARNINGS are exhibited on the above boards
daily about 11 a.m., and also at other hours,
day or night, whenever necessary. Informa-
tion of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL
REGISTER is exhibited at the same places daily
about noon. It contains observations made at
Hongkong and at a number of stations in the
Far East, together with Remarks, Weather-
forecasts, and information regarding the exist-
ence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may,
whenever necessary, call at the Telegraph
Company's Office in Connaught Road and
send telegrams to the Observatory asking for
special information without charge. Such
inquiries may also be sent from the Police
Station at Kowloon Point which is connected
with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather
to be expected while signals are hoisted, and
sailing directions, are given in "The Law of
Storms in the Eastern Seas."

F. G. FIDG,
Acting Director.

Hongkong, Observatory, 2nd January, 1904.

HONGKONG AVERAGE MARKET

PRICES.

Corrected 3rd August, 200 cts. per 5 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa	18
" Corned—Ham Ngau Yuk	18
" Roast—Shiu	18
" Breast—Ngau Lam	13
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" Serjain—Ngau Lau	25
" Sausages—Ngau Yuk Chung	26
Bullock's Brains—Know	9
" Tongue fresh—Ngau Li	45
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	9
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keok	75
Mutton Chop—Yeung Pai Kw	24
" Leg—Yeung Pei	24
" Shoulder—Yeung Shau	22
Pigs' Chitlings—Chi cheong	16
" Brains—Chi Know	2
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	8
" Kidneys—Chi Yiu	7
" Liver—Chi Kon	24
Pork, Chop—Chi Pai Kwat	23
" Corned—Ham Chau Yuk	—
" Leg—Chi Pei	24
" Fat or Lard—Chu Yau	18
Sheeps' Head and Feet—Yeung Tau	—
" Keok	50
" Heart—Yeung Sum	6
" Kidney—Yeung Yiu	10
" Liver—Yeung Con	22
Sucking Pigs, To Order—Chi Chai	17
Suet, Beef—Sang Ngau Yau	12
" Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

POULTRY.

Chicken—Kai Chai	30
Capons, Large, Small—Sin Kai	32
Ducks—Ap	17
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai	33
Geese—Ngor	29
Geese, Wild Shanghai—Sheung Hoi Ye Ngor	pair
Musk Deer—Wong Keng	each
Hare—Fu Chai	—
Partridge—Che Khoo	—
Pheasant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
" Holhow—Hoihow Pak Kup	—
Quail—Um-Chun	—
Rice Birds—Wo Fa Cheuk	dozen
Snipe—Sa Chui	each
" Turkeys, Cock—Fo Kai Kung	—
" Hen—Na	—
Wild Ducks, Shanghai, Sui-ai	pair
Teal, Shanghai, Sui Ai Chai	each
Wild Ducks Canton—Sang Shing Sui Apea	per pair

FISH.

Barbel—Ka Yu	14
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Bin Yu	14
Carp—Li Yu	15
Catfish—Chik Yu	9
Codfish—Mun Yu	14
Crabs—Hoi	12
Cuttle Fish—Muk Yu	—
Dab—Sa Mang Yu	—
Dace—Wong Mei Lun	—
Dog Fish—Til Tu Sa	—
Eels, Congor—Hoi Man Yu	14
" Fresh water—Tam Sui Yu	14
" Yellow—Wong Sin	—
Frogs—Tien Kai	32
Garoupa—Sek Pan	45
Gudgeon—Pak Kup Yu	11
Halibut—Tso Pak	—
Harbours—Cheung Kwan Yu	—
Labrus—Wong Fa Yu	—
Loach—Wu Yu	—
Lobsters—Lung Ha	—
Mackerel—Chi Yu	—
Monk Fish—Mon Yu	—
Mullet—Chai Yu	20
Oysters—Sang Hoo	—
Parrotfish—Kai Kung Yu	—
Perch—Tau Loo	—
Pike—Fa Paw Poong	—
Plaice—Pan Yu	19
Pomfret, Black—Hak Chong	28
Pomfret, White—Pak Chong	35

Prawns—Ming Ha	40
Ray—Pei Pa Sa	9
Rock Fish—Sek Kau Kung	12
Roach—Chun Yu	10
Salmon, (Chon), fresh water—Ma Yau Yu	32
Shark—Sa Yu	8
Skate—Po Yu	9
Shrimps—Ha	24
Snapper—Lap Yu	28
Soles—Tat Sa Yu	26
Tench—Wan Yu	14
Turbot—Cho How Yu	16
Turtles, small, fresh water—Keok Yu	60
White Bait—Ngau Yu Chai	—

FRUITS.

Almond—Hung Yan.....	20
Apples, (California)—Kam San Ping	
Ko.....	30
(Chefoo)—Tin Chun Ping ..	
Ko.....	15
Small—Hoi Tong.....	10
Custard—Fan Lai Chi ..	each
Bananas, fragrant, Canton—Sang Sheng	
Heung Chiu	
(brides), Macao—San Heung Chiu ..	
Chestnuts, Chinese—Fong Lut.....	20
Carambola—Yeung Tou	10
Cocoanuts—Yeh Tsz	each
Grapes—Sin Tai Tsz.....	lb
Lemons, China—Ning' Moong	10
Amer.—Kum San Ning Moong ..	
Lichees, Dried—Lai Chi Con	1
Fresh, Lai Chi	
Limes, (Saigon)—Sai Kung Ning	
Moong	each
Mango, Manila—Lui Sung Mong	
Mango, Saigon—Sai Kung Moong	
Mangosteens, San Chuk Tsz	doz
Oranges, (Canton)—Sang Sheng Tim	
Chang	3
Small—Tai Kut	
Maudarin—Tim Kut	
Olives—Pak Lan	lb
Pears, (American)—Kam San Shut Li ..	
(Cantes), Cooking—Sa Li	
(Shanghai)—Sheung Hoi Li	75
Peanuts,—Fa Sang	
Persimmons Large,—Hung Chie	
Pine-apples, 1st quality—Sheung Poon	
Ti Paw-law	each
2nd cocking—Chung-tang	
Paw-law	
Platanus—Tui Chen	
Plums, Swatow—Hung Lai	
Pomelo, Nam—Chin Lo Yau	
Walnuts, Hup Fui	
Green—Sang Hop Tuo	

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD.

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community;
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	\$ 1.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded

JOBBER'S DEPARTMENT.

Job Printing of all descriptions undertaken

PROGRAMMES

PAMPHLETS

CARD

CIRCULARS

EXPRESS

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,

Hongkong.

For Sale.

FOR SALE.

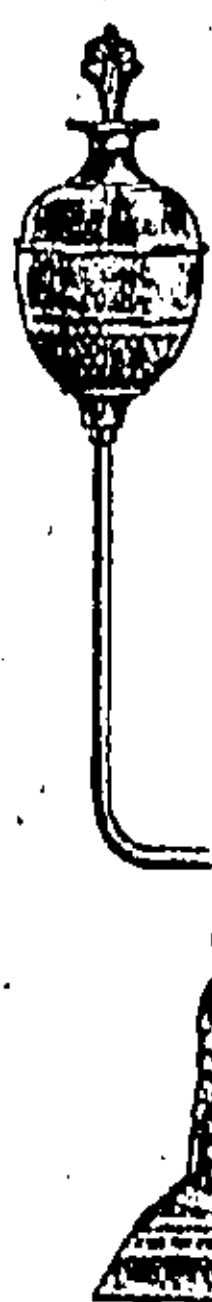
ONE ICE-MAKING MACHINE with
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,
8, Des Vaux Road.

Hongkong, 27th June, 1904.

FOR SALE.



INCANDESCENT,
Gasoline,
Lamps of all
descriptions from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Shades,
&c., for
Gasoline and
Gas Lamps at the most
moderate prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of the
best kind
kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,

Hongkong, 17th November, 1903.



Shipping.

Sokito, Br. 4-masted barge, 2,193. Wm. Bourke,

1st Aug.—New York 3rd April, Petroleum.

—S. O. Co.

Shanghai, Br. s.s., 1,307. H. Trowbridge, 2nd

Aug.—Shanghai 29th July, Gen.—B. & S.

Keenun, Br. s.s., 4,897. H. L. Allen, 2nd Aug.

Fochow 31st July, Gen.—B. & S.

Mencaus, Br. s.s., 3,605. H. N. Evans, 3rd

Aug.—Liverpool via Penang 31st July, Gen.—

B. & S.

Taksang, Br. s.s., 977. W. P. Baker, 2nd Aug.

Bangkok 26th July, Rice.—J. M. & Co.

Foyle, Br. s.s., 2,600. T. A. Page, R.N.R. 2nd

Aug.—Kuchinozu (Japan) 26th July,

Coal.—M. B. K.

Belgian King, Br. s.s., 2,153. I. Hayton, 2nd

Aug.—Karatsu 27th July, Coals.—B. & S.

Store Nordiske, Dan. cable s.s., 596. H. Peter-

son, 3rd Aug.—A cruise 6th July, Tel.

Cable.—G. N. Telegraph Co.

Capri, Ital. s.s., 2,177. G. Belsito, 3rd Aug.—

Bombay 16th July, and Singapore 27th,

Gen.—C. & Co.

Merionethshire, Br. s.s., 1,048. Geo. C. Cundy,

3rd Aug.—London 18th June, and Singapore

27th July, Gen.—S. T. & Co.

Tijmahi, Dut. s.s., 2,476. N. W. Juriaanse, 3rd

Aug.—Macassar 26th July, Gen.—J. C. J.

L.

Carl Menzell, Ger. s.s., 489. J. Janssen, 3rd

Aug.—Malay Bay 22nd July, Timber.—

E. A. T. Co.

Clearances at the Harbour Office.

Hengshou, for Amoy.

Chan On, for West River.

Georgian Prince, for Singapore.

Ping On, for Kwong-chow-wan.

San U, for West River.

Hue, for Kwong-chow-wan.

Attaka, for Canton.

Wingchai, for Macao.

Coptic, for Macao.

Yingking, for Canton.

Hongkong, for West River.

Itha Verde, for Macao.

Numina, for Sourabaya.

Legaspi, for Manila.

Team, for Manila.

Shun Lee, for West River.

Amara, for Saigon.

Oscar II, for Kutchinotzu.

Empress of China, for Shanghai.

Tak Hing, for West River.

C. Ferd Laiter, for Singapore.

Gregory Apcar, for Singapore.

Mencaus, for Shanghai.

Petrarch, for Saigon.

Kwonglung, for Canton.

Departures

Aug. 3

Empress of China, for Vancouver.

Hue, for Haiphong.

Legaspi, for Manila.

Daisy Mary, for Shik Tui Quee.

Choyang, for Canton.

Gregory Apcar, for Calcutta.

C. F. Laiter, for Singapore.

Chiyen, for Shanghai.

Passengers arrived.

Per Mentaus, from Penang—340 Chinese.

Per Merionethshire, from London—Capt.

and Mrs. Everett, and Mr. Vincent.

Passengers departed.

Per Empress of China, for Vancouver, &c.

Mr. J. Rumpley, Mr. and Mrs. L. Flayelle and

children, Messrs. Stewart Bridge, H. H. Bridge,

Mr. and Mrs. Stanley Back, Messrs. G. J.

Bruce, E. T. C. Werner, F. J. Jeffries, W. Abel,

B. A. Beard, Mr. and Mrs. S. T. Lee and child,

Messrs. J. A. Mackoy, B. L. Thorp, D. Thorp,

W. G. Macvicar, Miss Schaefer, Mr. and Mrs. D.

O. Witt, Messrs. F. P. Peterson, P. H. Hol-

yoak, Mr. and Mrs. Bonnell, Dr. J. Gomes

da Silva, Dr. F. Wing, U.S.A., Dr. C. E. Lander-

dale, U.S.A., Mr. and Mrs. W. R. McCallum,

Mr. H. E. R. Hunter, Mr. R. Harding Davis

maid, Mr. P. D. Davies, Movillat, Messrs. S.

Ranadas, Von Kropf, O. G. S. Lane, E.

Nichols, Mrs. A. E. More and daughter, Mr. H.

Bykes, Dr. and Mrs. G. H. Bateson Wright,

Col. and Mrs. Webb, Dr. and Mrs. Lambelle,

Messrs. A. E. Blanco, A. Tyack, W. R. Robert-

son, G. J. Arnold, H. W. Slade, W. G. Ham-

phrey, Mr. and Mrs. O. E. Wolmer, Messrs.

P. C. Potts, S. Inouye, E. Kirk, Dr. and Mrs.
Dobson, Miss Cheatum, Mrs. Greene and son,
Mr. H. Stephens, Dr. I. H. Levi, Messrs. Chiu
Wo, Young Yuen Chong, Aldrick, G. Lee Lum,
Ronald, F. Lee Lum, Leo Kam, Sue Hang,
Lee Kim, T. Watanabe, Mrs. H. Morimale,
Otsuchi, Omara, Mr. and Mrs. K. Uyeno, Mr.
R. Giocchetti, Mr. A. Vota, Miss Sax, Messrs.
T. Musima, Tcheney, Yip Chok Kai, D.
Minosaki, Miss H. Ozuru, C. W. Hunter and
F. A. Funck.

Shipping Report.

Str. *Shaoching* from Shanghai.—Moderate
winds, and fine throughout.

Str. *Tijmahi* from Macassar.—Strong S.W.
monsoon, high S. swell, cloudy.

Str. *Mencaus* from Liverpool.—Strong S.W.
monsoon in Indian Ocean, rest of voyage fine.

Str. *Choyang* from Shanghai.—Strong S.W.
winds and high sea to Heishans, thence fine
weather to port.

Str. *Foyle* from Kuchinotzu.—There to Hei-
shan strong S.W. winds and high sea, thence
to port moderate wind and sea.

Str. *Taksang* from Bangkok.—There to Pa-
daran moderate monsoon and sea, thence to
Paracels light N.E. winds and smooth sea,
after passing North Reef, wind freshened from
E.N.E. with increasing sea and Ely swell, in
Lat. 01° N. and Long. 111° 15' E. experienced
heavy squalls from N.E. with thick driving
rain, continuing to Lat. 19° N. and Long. 112°
40' E. when wind veered to S.E. with hard
squalls, heavy rain and confused sea, and
continued so to Gap Rock.

Vessels in Port.

STRAMERS.

Amara, Br. s.s., 1,566. C. J. Mattock, 20th July,

—Hongay 27th July, Coal.—J. M. & Co.

Andree Rickmers, Ger. s.s., 1,020. H. Köhn,

31st July.—Bangkok 25th July, Rice and

Meal.—B. & S.

Chunsang, Br. s.s., 1,416. R. Cox, 27th July,—

Sandakan 22nd July, Timber and Gen.—

J. M. & Co.

Emma Luyken, Ger. s.s., 1,160. H. Martens,

28th July.—Singapore 22nd July, Sugar

and Nuts.—Chinese.

Fausang, Br. s.s., 1,410. T. Mitchell, 20th July,

—Sourabaya 21st July, Sugar.—J. M. & Co.

Georgian Prince, Br. s.s., 2,078. W. Anderson,

28th July.—Singapore 21st July, Petroleum.

—A. K. & Co.

Glenesh, Br. s.s., 2,274. J. Rafferty, 1st Aug.—

Middlesbro, via Antwerp and London 18th

June, and Singapore 27th July, Gen.—

McG. B. & G.

Glenzie, Br. s.s., 2,399. W. T. Larkins, 1st

July.—Amoy 30th July, Gen.—Seang Tak

Hong.

Haitan, Br. s.s., 1,131. J. Roach, 2nd Aug.—

Fochow via Amoy and Swatow 1st Aug.,

Gen.—D. L. & Co.

Hong Moh, Br. s.s., 2,555. W. Dawson, 31st

July.—Singapore 26th July, Gen.—Joo

Seng Chuan.

Laisang, Br. s.s., 2,224. E. J. Tadd, 1st Aug.—

Calcutta via Penang and Singapore 16th

Gen.—J. M. & Co.

Loongmoon, Ger. s.s., 1,245. F. Kalkofen, 31st

July.—Canton 30th July, Gen.—S. & Co.

Magallanes, Am. s.s., 832. A. Zereball, 31st July,

—Manila 28th July, Lumber.—Jorge & Co.

Medan, Ger. s.s., 746. O. Stenberg, 22nd July,—

from Caroline Island, Copra and Gen.—S.

& Co.

Nanyang, Ger. s.s., 1,060. Cornand, 31st July,—

Canton 30th July, Gen.—E. A. T. Co.

Numina, Br. s.s., 1,881. Thoren, 27th July,—

Moji 20th July, Coal.—S. T. & Co.

Oscar II, Nor. s.s., 2,000. R. Olsen, 1st Aug.—

Moji 24th July, Coal.—M. B. K.

Petchaburi, Ger. s.s., 1,373. G. Hillmann, 31st

July.—Bangkok via Swatow 21st July,

Rice and Wood.—M. & Co.

Petrarch, Ger. s.s., 1,252. Ch. Ahrens, 30th

July.—Saigon 26th July, Gen.—Wing Sing

& Co.

Rubi, Br. s.s., 1,511. R. W. Almond, 1st Aug.—

Manila 30th July, Gen.—S. T. & Co.

Sikh, Br. s.s., 3,215. James Rowley, 5th July,—

New York 4th May, Gen. and Case Oil.—

D. & Co. Ltd.

Sungking, Br. s.s., 1,021. J. Robinson, 2nd

Aug.—Manila 31st July, Hemp.—B. & S.

Tartar, Br. s.s., 4,415. F. W. Evans, R.N.R.,

25th July.—Vancouver via Japan 27th

June, Gen.—C. P. R. Co.

Team, Br. s.s., 1,345. A. Somerville, 30th July,—

Manila 27th July, Hemp.—B. & S.

Telemachus, Br. s.s., 1,340. J. Williamson, 31st

July.—Saigon 27th July, Rice and Gen.—

Wo Fat Sing

Themis, Nor. s.s., 1,200. T. Thomassen, 30th

July.—Kobe and Moji 22nd July, Gen.—

Chinese.

Triumph, Ger. s.s., 760. A. Hansen, 31st July,—

Fochow via A. moy and Swatow 30th

July, Gen.—J. & Co.

Tweeddale, Br. s.s., 1,873. T. Milne, 25th July,—

Durban 25th June, Ballast.—G. L. & Co.

Veddo, Br. s.s., 2,074. Baird, 21st July.—Barry

15th May, and Singapore 15th July, Coal.

—D. & Co. Ltd.

Yuenang, Br. s.s., 1,128. S. M. Mayrick, 1st

Aug.—Manila 29th July, Gen.—J. M. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978. J. McBryde, 10th May,

—New York 10th Dec., 1903. Case Oil.—

S. O. Co.

E. B. Sutton, Am. ship, 1,630. Johnson, 19th

July.—Chefoo 20th June, Ballast.—Oder.

Kentmere, Br. barge, 2,334. Burch, 14th June,

New York

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 9th August, at 1 P.M., the Company's Steamship "OCEANIC," Captain Oliver, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 8th August, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 29th July, 1904.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

SEAFRITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F.R. Summers, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 13th August, at Noon, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. China, 7912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Balaarat due in London on the 26th September.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 30th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOORE, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Hyades	3,753	Geo. Wright	Ab. Aug. 11
Shawmut	9,606	W. M. Smith	Aug. 31
Trenton	9,606	T. W. Garlick	Oct. 1
Shawmut	9,606	W. M. Smith	...
Trenton	9,606	T. W. Garlick	...
Lyra	4,417	C. V. Williams	...

Cargo only.

Steamers marked (*) have no second-class passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

Shawmut	9,606	W. M. Smith	Ab. Aug. 12
Trenton	9,606	T. W. Garlick	Sept. 10

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Trenton have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 28th July, 1904.

Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 4th August, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 1st August, 1904.

[895]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 7th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 1st August, 1904.

[897]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON, AND STRAITS.

THE Steamship

"GLENESK,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

McGREGOR BROS. & GOW.

Hongkong, 1st August, 1904.

[896]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NUBIA,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. Moldavia.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

From Alleppey, ex S.S. Rajput.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 4th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 29th July, 1904.

[894]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept first-class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

[52]

Insurance.

THE Undersigned AGENTS of the above Company are prepared to accept first-class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

[52]

Insurance.

THE Undersigned AGENTS of the above Company are prepared to accept first-class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

[52]

Insurance.

THE Undersigned AGENTS of the above Company are prepared to accept first-class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

[52]

Insurance.

THE Undersigned AGENTS of the above Company are prepared to accept first-class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

[52]

Insurance.

THE Undersigned AGENTS of the above Company are prepared to accept first-class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1904.

[52]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000 \$600,000 \$250,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903.	6 1/2 %	\$660 sales
National Bank of China, Limited. Do. (Founders)	4,453 750	£10 £1	£8 £1	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	London 68 1/2 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$784,445 \$906,872 \$900,000	\$199,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$1,750,000 \$151,992 \$331,342 \$322,138	NIL	\$4 for year ended 30.4.1903	6 1/2 %	\$64
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$90,000	\$110,551	\$15 for 1902	7 %	\$208
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,516,725 \$2,560	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$38
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$31
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£200,000 £100,000	£5,853	10/- for 1903	5 %	\$107 sales & b.
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$26
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	NIL	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000 10,000	\$10 \$10	\$5 \$5	\$60,000 \$15,093 \$100,000	\$1,287	{ \$1.80 & b. 40 cts. \$0.80 & b. 20 cts. } for year ending 30.4.04	6 1/2 % 4 1/2 %	\$36 buyers \$26 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$21,000 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	23/6 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	6 %	Tls. 35
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2 }	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$184 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$7 1/2 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6.30
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$6 dividend and \$1 bonus for second half-year 1903	6 1/2 %	\$219 buyers
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 143 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,450,000	\$43,732	\$6 for 2nd half-year 1903	4 1/2 %	\$255 buyers
Riley Hargreaves & Co., Limited.	6,000	\$100	\$100	\$150,000	\$40,936	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	{ \$7 dividend \$10 div. & \$2 1/2 bonus for 1902/3 }	6 1/2 % 6 %	\$110 \$205 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$59,989	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$112
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,000 \$50,913	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	Tls. 150 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 187 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Interim of \$6 for 1904	8 %	\$151
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 109 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	£696	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	Tls. 5,150	\$2.50 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	\$1,362	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/4 for 1904	5 1/2 %	\$58 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$3,161	\$5 for second half-year 1913	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 1/2 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	Tls. 522,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 25
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	£4,989	First year	...	\$40
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	Dr. \$1,932	\$5 for the year ending 28.2.1903	12 1/2 %	Tls. 40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	\$99,177	Interim of Tls. 3 1/2	7 1/2 %	\$12 1/2 sales & b.
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 sales & b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31. 0.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soo Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897	...	Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31/7/03 }	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,091	Final of Tls. 3 making Tls. 6	8 1/2 %	Tls. 70 sellers
Alhambra, Limited	300	\$200	\$200	\$4,000	\$57	\$125 for year ending 30/6 1900	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$30 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	NIL	60 cents for 1903	6 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	{ \$250,000 \$25,000 }	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$15 sales
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	12 1/2 %	\$8 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2
Hongkong Electric Company, Limited	30,000 30,000	\$10 \$10	\$10 \$10	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	7 % 5 1/2 %	\$14 1/2 buyers \$8 1/2 buyers \$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,805 Tls. 100,000 Tls. 108,172	£7,387	£1 div. and 2/- bonus for 1902	...	Tls. 97 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 140,000 Tls. 15,259	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	9 %	Tls. 385 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,548	Final of Tls. 4 making Tls. 8 for 1903/4	7 1/2 %	Tls. 140 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	none	Tls. 667	Tls. 2 for half year	...	Tls. 130 sellers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of \$1 1/4 making \$3 1/4 for 1903	11 1/2 %	\$30 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$188,000	\$13,104	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	\$10 for 1903	7 1/2 %	\$140
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$3.75 for 1903	7 1/2 %	\$48 sellers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$50,000	\$10,517	Interim of \$4 for 1904	7 1/2 %	\$226 ex div.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	\$7 1/2 for second half year 1903	7 1/2 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$1 1/2 for year ending 30.11.1903	9 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$33,000	\$4,283	\$20 for year ending 30.11.1903	7 1/2 %	\$20 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$29,000	\$3,029	\$1 1/2 for year ending 31.7.1.03	6 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903	5 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	...	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4	\$14,000	\$119	{ 90 cents \$2.70 } for year ended 31.5.1903	14 1/2 %	\$210 buyers
Do. (Founders)	100	\$10	\$10	...	...	...	...	\$12 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	Interim of 70 cents	8 %	\$19 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	None	...	19 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	Interim of 50 cents for 1903/4	9 1/2 %	\$10 1/2 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	{ 60 cents for year ended 31.3.04 First year }	10 %	\$6 ex div. b. \$3 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	First quarterly of Tls. 10, paid 15.3.04	...	...
Maatschappij tot Mijn- Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	{ Tls. 334,669 Tls. 11,143 }	Tls. 27,87	Second do. Tls. 10 " 15.6.04	13 1/2 %	Tls. 297 1/2 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	7 %	Tls. 7 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,000	Tls. 100	Tls. 100	Tls. 9,000	Tls. 3,288	Interim of Tls. 6 for 1904	9 1/2 %	Tls. 130
Central Stores, Limited	6,000	\$15	\$12	\$30,000	\$1,253	None	...	\$21
Do. (Founders)	123	\$15	\$7 1/2	...	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sales
Do. (New Issue)	24,000	\$15	\$7 1/2	none	Tls. 3,505	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
E. L. Mondon, Limited	7,600	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 buyers
China Flour Mill Co., Limited	4,000	\$50	\$100	\$375,000	...	\$13 for 1903	9 1/2 %	\$135 buyers
Katz Brothers, Limited	10,000	\$100	\$100	...	...	{ \$1 dividend & 7 1/2 cents bonus for half year ended 30.6.1903 }	8 %	\$37 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,906	\$5 div. and \$2 1/2 bonus for 1903	8 %	\$9 1/2 buyers
Fraser and Neave, Limited	14,500	\$50	\$50	none	\$803	\$2 for year ended 31.10.1903	8 %	\$16 sales
Maynard and Company, Limited	3,400	\$10	\$10	...	...	First year	...	\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd	3,200	\$250	\$25	...	...	First year	...	\$25
South China Morning Post, Limited	6,000	\$25	\$25	...	...	...	...	...